



WILHELMINA MET WITH HEAVY SEAS

Huge seas swept the starboard side of the Matson Navigation liner Wilhelmina for the first forty-eight hours of the voyage from San Francisco to Honolulu, causing some slight damage in the way of carrying away a portion of the after rail.

The weather was exceedingly rough despite the changed course, which sent the liner some distance to the southward.

With 2400 tons freight for discharge at Honolulu and 1900 tons cargo carried in transit for Hilo, the Wilhelmina reached a berth at Hackfield wharf on regular schedule this morning. If there is one thing that Captain Peter Johnson, the famous navigator, takes pride in it is punctuality.

Seventeen automobiles were included in the heavy cargo. The United States army also received one fine new ambulance.

Honolulu drew 106 cabin and 14 stowage passengers. The mail from the mainland amounted to 112 sacks, representing one day's accumulation at San Francisco.

Captain Johnson, Purser Phil Levey and Chief Steward George Piston were the motif for a series of pleasing entertainments which more than served their purpose along the amusement line.

Purser Levey and his brother officers were responsible for much fun in the circulation of the "Wilhelmina Wireless," which contained the usual collection of humorous non-sequiturs. The Saint Patrick's day ball came in for a good share of publicity and they do say that the "New-fangled dance," executed by "Doc" King and his partners proved a scream. When it came to ragging Lichtenstein and Clarke easily proved a team of winners. Ensign Forbes proved his eligibility to the stove-hill medal as an exponent of the giddy Virginia reel, "Donahue and Kelsey carried off the honors as beau brummals far excellence.

The Wilhelmina arrived this morning, with merry E. O. Mohl, wearing the insignia of chief wireless operator. This is in the nature of a promotion for Mohl, who has pointed the way on trans-Pacific liners for some years and steadily climbed the ladder. The liner is to be dispatched for Hilo at 5 o'clock Thursday evening, with transit cargo for discharge at the Hawaii port. The vessel is scheduled to return to Honolulu on Monday morning. The Wilhelmina is expected to carry a large shipment of sugar to the coast.

Prosperous Year for Union Steamship Company.

The accounts of the Union Steamship Company of New Zealand, Limited, for the year ended September 30, show a net profit, after payment of interest on debentures of \$235,745; against \$223,740 for 1910-11, \$341,230 for 1909-10, and \$317,705 for 1908-9. Adding \$126,325 brought forward, the total available is \$433,070. The usual dividend of 1s. 7d. per share absorbs \$316,665, and the balance, \$116,405, is carried forward. In addition to the above-mentioned dividend of 1s. 7d. per share, a bonus of 2s. 4d. per share is declared from the insurance fund, the total of 1s. 9s. 4d. being equivalent to 40 per cent. The insurance fund, after deducting the bonus, stands at \$2,604,239, the paid-up capital being \$4,000,000 and reserve fund \$750,000.

Legislators and Tourists Return.

A score of tourists completed the round trip to Hawaii and the volcano in the inter-island steamer Mauna Kea, that returned to Honolulu early this morning. The list of passengers included a delegation of senators and representatives from the territorial legislature, who were guests of the Hilo Board of Trade on a junketing tour of the island.

The Mauna Kea met with fair weather on both outward and inward trip. The vessel called at Lahaina to leave mails, passengers and a small quantity of freight. The Matson Navigation steamer Hyades was the only deep sea vessel reported at Hilo at the time of the visit of the Mauna Kea. The inter-island steamer is being prepared to sail for Hilo and the way ports at 10 o'clock tomorrow morning.

Sugar Report From Hawaii.

With the arrival of the inter-island steamer Mauna Kea this morning, Purser Phillips brought report of the following sugar awaiting shipment on Hawaii: Olan, 17,500 sacks; Waialea, 12,000; Hawaii Mill, 5000; Hilo Sugar Co., 18,500; Ono, 25,244; Pepee, 12,600; Honolulu, 11,000; Kalaheo, 10,600; Lapaehoe, 8100; Kalaheo, 5500; Hamakua Mill, 1000; Kula, 2780; Pahoa, 7000; Honokaa, 9700; Kulahele, 3000; Hanalei, 322.

Annie Johnson Taking Hawaiian Sugar.

The schooner Annie Johnson, taking on sugar, was at the port of Maunaloa at the time the inter-island steamer Mauna Kea passed there on the return voyage. The schooner takes cargo destined for San Francisco refineries and is expected to sail within the next few days.

SPANISH LEAVE BY THE CHINA

One hundred and twenty-five Spanish and Portuguese departed for the coast in the Pacific Mail liner China, that sailed for San Francisco promptly at 10 o'clock this morning.

Alaka wharf held the usual large crowd of spectators present to witness the sailing of a trans-Pacific steamer. The China was an arrival at the port late yesterday afternoon. With a small amount of cargo from Manila, Hongkong, Shanghai and the Japanese ports, the vessel remained overnight for discharge. A supply of coal was placed aboard.

The China brought about an equal number of Japanese and Filipino passengers in her steerage.

Passengers leaving the vessel at this port included 5 cabin, 4 second-class and 66 Japanese, 3 Chinese and 55 Filipinos in the steerage. Traveling through to San Francisco are 36 cabin, 11 second-class and 57 Asiatic stowage passengers.

Sixty cabin passengers secured transportation from this point to the mainland through the agency of H. Hackfield & Co.

The China is one of several vessels operated by the Pacific Mail Company in the intermediate service in which a decided advance in rates of passage have now gone into effect. It is believed that the increase in tariff will have considerable effect upon the number who might avail themselves of this class of transportation.

A large mail was forwarded to the coast in the China.

New Canadian Port Ready for Business.

Since taking over the property of the Barclay Sound Cedar company, the Canadian Pacific Lumber company has expended over \$200,000 in improving the plant at Port Alberni. With the completion of the new wharf at that port in July the first big ocean-going vessel will arrive to load lumber for Australia, according to word received from the west coast. The company has orders for three shiploads of lumber for Australia and with the completion of the improvements it is expected that Port Alberni will become one of the important exporting harbors of Western Canada.

Mr. Thomas Meredith, managing director of the Canadian Pacific Lumber company, was over at Port Alberni a few days ago inspecting the company's plant at that point, made the announcement regarding three vessels which will call at Alberni for lumber.

Lurline Steams for Coast Tonight.

With one of the largest cargoes carried during her career, the Matson Navigation liner Lurline will steam for San Francisco at six o'clock this evening. Shipping Manager Drew and his assistants having gotten together 5000 tons island products destined for the mainland. The Lurline is taking 5400 tons sugar, 1000 tons molasses, while consignments of bananas, pineapples, hides, coffee, rice and 240 tons scrap tin will serve to make up the remainder of the freight.

A large list of passengers has been booked for the coast, including twenty-four members of the World's Fair Stock Company, which has just closed a successful engagement in the islands. The departure of the steamer will be attended by the melody from the Hawaiian band. The Lurline will depart from the Hackfield wharf.

Manchuria Bringing Monster Cargo.

Twenty-nine hundred tons oriental merchandise and supplies are to be unloaded at Alaka wharf, following the arrival of the big Pacific Mail liner Manchuria. This vessel is now steaming across the Pacific, having sailed from Yokohama yesterday. The Manchuria is believed to arrive here on or about Monday, March 24th, and in which event will be dispatched for San Francisco on the morning of the following day.

The shipment now enroute from the far east to Honolulu is stated the largest that has been forwarded here from oriental ports in a single bottom in many months.

There is room for one hundred and twenty-five additional passengers in the saloon, according to cables received at the agency of H. Hackfield & Company.

American-Hawaiian Movements.

The American-Hawaiian freighter Columbian, now at island ports completing a cargo of sugar destined for the isthmus of Tehuantepec, is expected to sail from Hilo for Salina Cruz on Friday, March 21. The Columbian is believed to depart with sugar between ten and twelve thousand tons.

The Mexican, with three thousand tons mainland freight from the east coast of the United States by the way of San Francisco and Sound ports, is due to reach Honolulu on or about March 21, according to late advices received through General Freight Agent C. P. Morse.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Tuesday, March 18.
BREMERTON — Arrived, March 17, U. S. N. T. Nero, from Pearl Harbor March 6.
PORT GAMBLE — Sailed, March 17, schr. Alice Cooke, for Honolulu.
SAN FRANCISCO — Sailed, March 17, S. S. Arizona, for Seattle.
HILO — Sailed, March 15, schr. Camano for Port Gamble.

Aerograms
U. S. A. T. Dix—Arrives from Manila about Thursday afternoon.

Inter-island Sailings This Day.

Three inter-island steamers took departure at noon today. The Kona and Kau liner Kilanea sailed at twelve o'clock, taking a large list of passengers and general cargo for windward ports along Hawaii. The Mauna Loa, with a heavy cargo, departed for Hawaii ports, taking in the Hamakua district. The Iwawani was a third sailing at the noon tide, this vessel to call at her regular ports, including Mahukona and Kawaihae.

The steamer Kinau is on the boards to sail for Kauai ports at five o'clock, followed by the steamer Mikahala for Maui, Molokai and Lanai ports. The latter steamers carry passengers as well as freight.

Hyades Trading at Island Ports.

The freighter Hyades is covering the inter-island route, the vessel having sailed from Hilo for Kahului today. It is expected that the vessel will make two Maui ports of call before the day draws to a close. The Hyades is taking on shipments of sugar and in steaming for the coast will carry 5400 tons sugar. The vessel is scheduled to depart from Port Allen for San Francisco direct, leaving on or about March 22nd. Contrary to expectations, the Hyades carries no molasses in bulk.

Transport Dix Now Leaving Port.

The United States army transport Dix, with coal for discharge at Honolulu and consigned to the quartermaster department, is nearing port and is expected here from Manila by the way of Nagasaki on Thursday afternoon. The Dix left the Philippines, only to be compelled to return to Olongapo, there to go into drydock. The vessel encountered a severe storm which did considerable damage.

Ventura Sailed Early This Morning.

Two o'clock this morning saw the departure of the Oceanic liner Ventura for Australia by the way of Pago Pago. The vessel was shifted from Hackfield to the Oceanic wharf, following the filling of the fuel tanks with oil. The vessel was discharged of seven hundred tons of cargo and sailed with twelve cabin passengers.

PASSENGERS ARRIVED

Per M. N. S. S. Wilhelmina, from San Francisco, March 18—Mrs. P. Abrams, Miss Anna Ahlgren, Miss Agnes Ahlgren, Miss Mary J. Allen, J. H. Land, A. B. Boswell, Chas. F. Branscheid, C. A. Bruns, P. J. Byrne, Miss Le Clark, Mrs. S. L. Clark, F. E. Clark, Miss M. J. Cleveland, Miss B. Cozier, Homer Crab, Dr. F. Homer Curtiss, Mrs. Dr. Homer Curtiss, Miss A. Davis, Mr. and Mrs. Wm. Devack, Mrs. J. J. Dickey and daughter, B. S. Donahue, Mrs. B. S. Donahue, Mrs. H. F. Dunbar, C. T. Elliott, Mrs. A. C. Farley, B. L. Farrar, Mrs. B. L. Farrar, Dr. W. D. Ferris, E. K. Fernandez, Gordon Forbes, J. R. Hedges, Allan Herbert, Mrs. T. C. Horton, Chas. Huyck, Mrs. R. B. Irwin and son, Dr. Peter Jans, Dr. Ed. Jans, Mrs. F. E. Keesee, Frank M. Kelsey, Mrs. Frank M. Kelsey, J. Kinney, Jackson Lichtenstein, Louis Lichtenstein, Harry M. Lichtenstein, Mrs. Harry M. Lichtenstein, Herbert E. Marchant, A. L. Meherin, J. H. Munster, Mrs. J. H. Munster, John O'Brien, Mrs. John O'Brien, L. C. Palmer, Mrs. L. C. Palmer, E. T. Parsons, Mrs. E. T. Parsons, Mrs. A. C. Patten, W. L. Paul, Capt. R. Payne, Chas. E. Perkins, Mrs. Chas. E. Perkins, R. C. Reid, Mrs. R. C. Reid, Mrs. W. Rndy, Master Harry Russell and maid, H. S. Russell, Mrs. H. S. Russell, Ady C. Sabine, Jos. Schwartz, Mrs. Jos. Schwartz, Mrs. O. Scott, A. F. Shapleigh, Jr., Mrs. A. F. Shapleigh, Jr., Albert F. Stepan, A. M. S. Taylor, S. B. Thorne, Mrs. S. B. Thorne, D. von der Meiden, Mrs. D. von der Meiden and family, Miss Lillian von Vorst, J. E. Wallbridge, Chas. E. Warn, Mrs. Chas. E. Warn, P. L. Warren, Mrs. P. L. Warren, Geo. Webb, Isaac Weil, Mrs. Isaac Weil, Miss V. T. White, Mrs. T. A. White, Miss Frances Wilson, Mrs. K. T. Winter, Louis Woolley, W. H. Vandell, Mrs. W. H. Vandell, R. R. Zane, Mrs. R. R. Zane and child.

Per str. Mauna Kea, from Hilo via way ports: J. A. Kennedy, Cecil Brown, C. H. Cooke, Z. K. Myers, R. F. Dillingham, L. A. Thurston, H. Van Geisen, A. G. Smith, W. H. Thayer, W. P. Cathcart, F. E. Matson, J. Hayley, G. F. Atkinson and son, Mrs. H. Lyons, R. B. Park, W. L. Whitney, Jas. H. Boyd, J. H. Wise, E. K. Kaana, L. Kalakale, E. J. McCandless, W. L. Kawewehi, D. Baker, R. H. Makekua, D. E. Metzger, C. F. Chillingworth, A. Wirtz, C. Iaukea, S. S. Paxson, Dr. A. Irwin, W. Scott and wife, Mrs. M. P. Rowley, Mrs. M. J. Honans, B. F. Bradley and wife, L. L. Whitting and wife, Mrs. W. R. Willis, Miss Willis, J. W. Asch, A. F. Judd, A. S. Robert, N. W. Kingsley, L. M. Kuehne, N. K. Lyman, C. K. Makekua, J. K. Paele, J. M. Poepeo, E. Waiholo, W. J. Sheldon, A. F. Tavares, Jno Wilcox, H. L. Holstein, N. Watkins, J. H. Coney, E. A. Kaudsen, G. P. Cooke, Geo. H. Huddy, Ed. Woodward, Robt. P. Waipa, J. Noble, A. Kalahoa, D. K. Palipala, Jas. L. Coke and wife, E. E. Bodge, E. P. Warner and wife, Miss G. W. Peabody, Mrs. F. Anderson, C. W. Bingham, Mrs. L. L. Clark, W. T. Rawlins, A. O'Hara, P. Pall, H. A. Baldwin, C. A. Rice, P. J. Good-

LEGISLATORS IN SOLENN MARCH FOR SENATOR

Over the body of the late Senator George C. Hewitt this morning the last rites were said, and on the forward deck of the Kilanea, which is to bear the body to its resting place at Waiohinu, roses and daisies and leis covered the bier of the senator who has gone.

From the Masonic Temple to the inter-island wharf the procession moved, led by the legislators of both houses, marching in double order, and followed by the Masons. There the coffin was lifted to the deck of the ship by the pallbearers who were the Senators Eric Kundsens, Charles Chillingworth and R. H. Makekua, and Representatives H. L. Holstein, W. J. Sheldon and C. H. Cooke.

As the body was lifted to the steamer, the senators and representatives stood with bowed heads while the band played the last aria "Nearer My God To Thee."

At ten o'clock both houses of the legislature adjourned and proceeded to the Masonic Temple. There the Masons were already engaged in the secret last rites over the body, which were completed at 10:30, when the mourners assembled in the blue room of the lodge. There the second rites were performed under the direction of the worshipful master, Harry Gray, and assisted by James Piddes, K. R. G. Wallace, Irwin Spalding, Robert Catton, Walter Shields, J. D. Tucker, James Levenson, H. C. Bruns and J. Elmer Crane.

As the body was being carried from the temple, the legislators formed in double column order behind the band. In the front were the Senators Brown, Baldwin, Judd and Makekua, the other legislators falling in behind. Twelve little girls, dressed in white, followed in the rear of the marching ranks. They were the nieces of the late senator.

The services were simple and were entirely under the auspices of the Masons. Mrs. Hewitt is being accompanied to Kau by Dr. Thompson, a life-long friend, who came with her to this city when she learned of the death of her husband.

WIND JAMMERS IN PRETTY RACE

With over one and a half million feet of lumber from North Pacific coast ports, consigned to Lewers & Cooke of this city, two well known schooner made their appearance in the harbor this morning, the W. J. Patterson, from Willapa Harbor reaching here in twenty-eight days while the Robert Lewers made the destination in twenty-nine days.

Captain Lancaster, of the Patterson, reports fair weather on the voyage to the islands. His vessel was given a berth at the railway wharf. The Robert Lewers, in command of Captain Anderson, cleared from Port Townsend.

A divorce libel has been served upon M. Mahiyu at the behest of Ella Maipuu.

Interrogatories and answers of the plaintiff in the damage suit of Leo E. Salomon vs. the Honolulu Rapid Transit Company were received today in the circuit court, having been mailed from San Francisco. The plaintiff in the suit, formerly a local photographer, is now living on the coast and alleges that while in Honolulu he was run into and injured by a street-car. In the habeas corpus case of Koichi Kimoto the government has been given until Thursday, March 20, to file returns.

It was officially announced today that the circuit court will move into the new judiciary building Wednesday, March 26.

It surely is tough luck if you are unable to mortgage your house for enough to get the kind of touring car you want.

The man who comes into your office and makes himself at home isn't necessarily a self-made man.

ness, A. G. Curtis, F. M. Vail, wife and daughter, R. W. Breckens, Miss A. Edmonds, Miss McGuire, J. A. Swain, R. E. Palmer, T. A. Dranga, de la Nux, M. Turner, Mrs. L. Medeiros and 2 children, H. Coke, W. J. Smith, M. M. Graham, R. I. Lillie, J. J. Hurd, C. F. Drake, Rev. J. W. Wedman, Bishop Luckock, J. Marino, wife and 4 children, Mrs. W. Cahill, Mrs. D. Marcellino, E. J. Hubert, R. Niki, Geo. Incle, A. G. Horner, Jno. Bryant, T. W. Thurum, W. Dixon, T. Tavares, H. B. Penhallow, Mrs. Penhallow, E. Peck, F. C. Volter, M. Mald, J. Fukuya, Yamagawa, Nishimura, Naimatsu, A. Pomba, W. J. Coelho, Mrs. Mori, T. Mori.

Per P. M. S. S. China, from Orient ports, March 17. For Honolulu—D. C. Brown, Miss I. Davies, Mrs. A. G. Ross, Mr. and Mrs. S. D. Gordon, Through for San Francisco: Mrs. L. Neath, J. Opet, Mrs. J. Opet, L. E. Patstone, Mrs. L. E. Patstone, Mrs. H. H. Sebree, Mrs. M. Clarke, Rev. T. F. Cummings, Mrs. J. C. Araseta and infant, Miss W. E. Paker, A. J. Barnes, F. C. Deaton, Miss M. Hud, H. O. Haygar, G. Henderson, E. Triboler, Mrs. E. Triboler, Gen. D. A. Uiter, Mrs. V. Ward, Mrs. M. White, Mrs. S. Worcester, Mrs. G. S. Worcester, Mrs. K. Hajime, A. Morzari, J. S. Ritterband, Mrs. B. Humbert, Dr. S. M. Kirby, Mrs. S. M. Kirby, Lal Sik Fan, S. O. McMurtry, Mrs. S. O. McMurtry and infant, W. R. Macdonald, Mrs. J. Miller, B. S. Moore.

BUSINESSMEN MEET FOR SUGAR PROTECTION

(Continued from Page 1.)

for the finance sub-committee. Further time was granted to the sub-committee to prepare resolutions for Mr. Bohemann to submit to the San Francisco commercial bodies.

Chairman George R. Carter submitted a diagram to illustrate the progress of the campaign, which was referred to the organization committee. It will show from day to day what has been done by the workers reporting on letters sent.

Secretary W. H. Babbitt reported lists of senators and representatives, which were ordered published according to arrangements he had made, with copies furnished on separate sheets after appearance in the daily papers.

Mr. Carter said he appreciated very much the action taken by the insurance men. "We must realize," he said, addressing the meeting, "that if the sugar industry is crippled we will all have to go to the mainland to hunt a job. We must carry the sugar ship on our shoulder like the proverbial Irishman." He went on to say that different methods would have to be used to influence different kinds of people, and suggested a line of information to be sent out by insurance men. Correspondents were not supposed to enclose the printed material furnished, but to study the contents and make them their own. In other words, he urged "the personal touch."

He read a synopsis of Judge Balou's brief which had been prepared by the planters and commended it as suitable for printing. There was some discussion of certain expressions in the paper and it was laid aside for further consideration. The chairman also submitted statistics of Hawaiian commerce for 1912, partly obtained by himself from the custom house and partly furnished by the commercial editor of The Star-Bulletin. They showed that California had enjoyed the lion's share of the trade, also that the commerce had greatly increased last year.

Mr. Carter expressed surprise at the growth of the campaign, which exceeded anything he anticipated when he suggested, in answer to the request for him to go to Washington, that it was more important to do something at home.

Mr. Campbell told of the seeming incredulity with which a gathering of engineers that entertained him in New York received his statement that the plantations here had to pump twice as much water as the entire supply of the city of San Francisco.

In answer to a question by Mr. Campbell, the chairman said that the bees generally known, but they did not pull with the Louisiana cane sugar men and had no organized campaign. He then addressed the visitors in explanation of the plan of campaign.

Mr. Hedemann spoke of the dense ignorance of the people in the east regarding the conditions of the sugar industry in Hawaii. They knew nothing of the cost of irrigation. It was thought by them that all that had to be done here was just to stick a piece of cane in the ground and it would grow beautifully the same as in Cuba, which they do not use in Cuba, was utterly unknown to them. As a matter of fact, it was almost ridiculous to consider cane-growing here in comparison with the practices in Cuba.

Mr. Gilman said it would not be a bad idea to let people know where Hawaii is and its relation to the United States. The other day he received a letter addressed to Honolulu, Philippine Islands.

Mr. Carter gave an instance of the trouble a family friend had about sending a gift to his son, as he could not obtain the blank required to make out a foreign manifest.

Mr. Hedemann stated that four times as much water was used here to irrigate cane than the water supply of the city of New York. He gave rough figures to show that it cost approximately twenty dollars more to produce a ton of sugar in Hawaii than in Cuba. On the question of sugar also there was much misapprehension, the speaker continued. In some of the sugar districts of Cuba there were twenty-six men for every square mile, and in those districts there was never any trouble in procuring all the labor wanted at lower wages than paid in Hawaii. In other districts the number of men to the square mile was eight, and there it was less easy to obtain labor.

Mr. Carter said these facts suggested another line of argument. In referring to the boast of Hawaii that it was the most advanced sugar country in the world, sugar men elsewhere gave the large profits of sugar raising here as the reason. Instead of that, the fact was that the Hawaiian planter had to put science into the business to make it yield any profit. He related a conversation with a Cuban planter, who told him the degree of extraction from the cane on his plantation. It showed that Cuba turned up enough sucrose to make a profit in Hawaii.

In reply to a suggestion by Mr. Mooney for widening the scope of the campaign, Mr. Towse displayed and quoted from a long list of firms and organizations actively enlisted in the work. Messrs. Guild and Soper told what they were prepared to do, upon which the chairman at once entered Mr. Guild's name on the list of sharpshooters. Mr. Carter also gave mention of two valuable discoveries, one being the brother-in-law of a new senator and the other a sister of the manager of the Porto Rico campaign. The latter had asked for information on the local campaign to send to her brother.

Mr. Carter announced that the committee would probably accept the offer of Mr. Tenney of the hall above Castle Cooke for headquarters. The meeting adjourned till 4 o'clock this afternoon, when the automobile, lumber and dry goods representatives will meet the committee.

STAR-BULLETIN GIVES YOU
TODAY'S NEWS TODAY

NOT + BUNS

We are going to make a special aim this Good Friday to turn out better buns than ever. They will contain the very best of everything such as CITRON, LEMON, CURRANTS, RAISINS, EGGS, BUTTER, SPICES, etc.

SEND IN YOUR ORDERS EARLY

LOVE'S BAKERY

WEEK OF OUR LORD'S PASSION

TUESDAY

THE DAY OF CONTROVERSY.

The Lesson From the Withered Fig Tree.

And as they passed by in the morning, they saw the fig tree withered away from the roots. And Peter calling to remembrance saith unto him, "Rabbi, behold the fig tree which thou cursedst is withered away."

And Jesus, answering, saith unto them, "Have faith in God. Verily, I say unto you, whosoever shall say unto this mountain, 'Be thou taken up and cast into the sea,' and shall not doubt in his heart, but shall believe that what he saith shall come to pass; he shall have it. Therefore I say unto you, all things whatsoever you pray for, believe that ye receive them, and ye shall have them. And whatsoever ye stand praying, forgive if ye have against anyone; that your Father, who is also in heaven may forgive you your trespasses."

THREE WARNING PARABLES

The Two Sons.

"But what think ye? A man had two sons; and he came to the first, and said, 'Son, go work today in the vineyard.' And he answered and said, 'I will not,' but afterward he repented, and said likewise. And he came to the second, and said likewise. And he answered and said, 'I go, sir,' and went not. Which of the two did the will of his father?"

They say, "The first." Jesus saith unto them, "Verily, I say unto you, that the publicans and the harlots go into the kingdom of God before you. For John came unto you in the way of righteousness, and ye believed him not; but the publicans and the harlots believed him; and ye, when ye saw it, did not even repent yourselves afterward that ye might believe him."

The Greatest Commandment.

And one of the scribes came, and heard them questioning together, and knowing that he had answered them well, asked him, "What commandment is the first of all?"

Jesus answered, "The first of all is, 'Hear, O Israel: The Lord our God, the Lord is one, and they shall love the Lord thy God with all thy heart, and with all thy soul, and with all thy mind, and with all thy strength.' The second is this, 'Thou shalt love thy neighbor as thyself.' There is none other commandment greater than these."

And the scribe said unto him, "Of a truth, Teacher, thou hast well said. 'He is one,' and there is none other but he, and to love him with all the heart, and with all the strength, and to love thy neighbor as himself, is much more than all whole burnt offerings and sacrifices."

And when Jesus saw that he answered discreetly, he said unto him, "Thou art not far from the Kingdom of God."

The Conspiracy Against Jesus. And it came to pass that when Jesus had finished all these words, he said unto his disciples, "Ye know that after two days the passover cometh, and the Son of Man is delivered up to be crucified."

Then were gathered together the chief priests, the elders of the people, unto the court of the high priest, who was called Caiaphas; and they took counsel together that they might kill Jesus by subtlety, and kill him. But they said, "Not during the feast, lest a tumult arise among the people." And Satan entered into Judas, who was called Iscariot, being of the number of twelve. And he went away and communed with the chief priests and captains, how he might deliver him unto them. And they were glad, and they weighed unto him thirty pieces of silver. And from that time he sought opportunity to deliver unto them in the absence of the multitude.

Tuesday—the Great Lament. Tuesday of the last week of Jesus has been called the day of controversy. Controversy with Christ, "Arguing with Jesus." Finding fault with the Savior? Where was it that our Lord met such treatment? In the capital city of his people; in Jerusalem, where every Jew prayed for the coming of the Messiah, where the prophets had spoken of the coming of the kingdom of God. Who was it that set him at naught, challenged his authority, sought to catch him in his words? His own people whom he loved, the leaders of the people whose eager hope of the coming salvation had become a passion almost unparalleled in history.

Jesus had come from Galilee to offer himself unreservedly to his people as the Way, the Truth, and the Life. Jerusalem rejected him. He came unto his own and his own received him not. And he left them. Left the temple on that fatal Tuesday, never to tread its courts again. Left the city to return only for the evening supper with the twelve apostles and return again a prisoner. But before he left he spoke his last word to his people, the last public utterance that fell from his lips. Surveying all the history of

the folly and wickedness of the old past, declaring the significance of that hour which he alone understood, forecasting the fatal future which he alone could see, he broke into a cry in which was uttered all the pathos of his passion. It was a cry whose pathos the world can never forget, and whose significance every generation must consider. It was not for Jerusalem alone. That proud, bigoted and selfish city was but the type of humanity. Here is infinite, divine yearning. And here is the hope of a final apprehension. It is not for Jerusalem alone. It is for the world, which God so loved, that he gave his only begotten son, that whoever believed in him should not perish but have eternal life.

Jesus is ever to us the revelation of God. He shows us God's attitude. He unveils God's purposes. He speaks for the father. And never more wonderfully than here.

It was not for himself, it was not for a mere religious interest apart from the great human interest, it was for the men themselves, because he loved them and because their highest welfare was his supreme concern, that he sought to lead them from their follies to his faith. It was infinite and divine yearning to bless them. But they would not. There is the tragedy of human life in that refusal; that deliberate human rejection of divine grace. We see the truth and beauty of the appeal of Jesus. And yet how little our day is different to that! Men still think they know better than the master what is good. He seems to show them an impossible and impracticable way of blessing. They think happiness is in selfishness, and they still say, we will not have the man to reign over us. Jesus' principles of discipleship seem too high. We cannot follow the teachings of his possible perfection. Jerusalem would not, and Europe will not, and America will not. The rejection is repeated over again.

There are some who really think, like the Sadducees, that Jesus' program of life means the destruction of the social order. Annas and Caiaphas led the assault upon our Lord because his success meant, as